

DAMAGED AIRCRAFT CONDITION AND DISPOSITION REPORT
NAVAER-2900 (Rev. 6-59)

Aer-Rep MA-72

Submit original and one copy without letter of transmittal to the cognizant Bureau of Aeronautics Maintenance Representative and one copy to the following activities: (1) NAVAIRSAFETY NAS Norfolk, (2) Controlling Custodian, (3) O&R, (4) Reporting Custodian, (5) Log Book, (6) Controlling Activity (if ferry aircraft), (7) ComNAB, (if ferry or other transient aircraft and a ComNAB is concerned), and (8) Ferry Squadron, (if concerned).

FROM: Commanding Officer, **NAS North Island, San Diego, Calif.** SERIAL NUMBER: **8-66** DATE: **1 Feb. 1966**

TO: **92135**
BUMPS/LEADREP PAC

REFERENCE

(a) LATEST ISSUE OF BUAER INSTRUCTION NAVAER 00.38

(b)

DATE OF ACCIDENT OR DAMAGE 12 Dec. 1965		LOCATION OF AIRCRAFT NAS NORTH		REPORTING CUSTODIAN BUMPS (JA)	
AIRCRAFT MODEL F-4B		SERVICE TOUR 2		ENGINE MODEL SEE NOTE #1	
BUREAU NUMBER 151001		MONTHS THIS SERVICE TOUR 17		ENGINE DATA	
STATUS (Flyable, non-flyable) Non-Flyable		FLIGHT HOURS THIS MONTH 0.0		PORT	
ACCEPTANCE DATE 10 June 1963		FLIGHT HOURS THIS TOUR 538.4		STARBOARD	
TOTAL HOURS PAR I		FLIGHT HOURS SINCE NEW 902.7		ENGINE BUREAU NUMBER	
				TIME ON ENGINE(S) SINCE NEW	
				TIME ON ENGINE(S) SINCE OVERHAUL	

DETAILED DESCRIPTION OF DAMAGE AND REMARKS

SEE ENCLOSURE (1)

ESTIMATED COSTS OF LABOR AND MATERIAL NECESSARY TO PLACE AIRCRAFT IN COMPLETE SERVICEABLE CONDITION

TOTAL MANHOURS	DIRECT	INDIRECT
	11,800	
TOTAL MANHOURLY COST	\$ 109,032.00	
NON-REPAIRABLE ASSEMBLIES COST	\$ 376,539.00	
MATERIAL COST	\$ 12,110.00	
SHIPPING OR TRANSPORTING TO O&R	\$ -----	
TOTAL COST	\$ 497,681.00	

RECOMMENDED DISPOSITION

Crash Damage Overhaul

The following preparatory work shall be accomplished by the operating unit prior to acceptance by the Overhaul and Repair Department for repair:

- Remove ammunition, pyrotechnics and ejection seat charge.
- Remove spare and loose gear.
- Preserve engine(s).
- Drain and purge fuel cells and disconnect battery.
- Bring log books up-to-date and deliver with aircraft.
- Inventory aircraft and retain copy for reference.

ESTIMATED PRODUCTION DATE FOR REPAIR (Contingent on availability of material)

ESTIMATED COMPLETION DATE

COPY TO

NAVAIRSAFETY NAS Norfolk
 Controlling Custodian **BUMPS (JFM-25)**

SIGNATURE OF PLANNER AND ESTIMATOR

O. E. NICOLAI

Reporting Custodian

SIGNATURE

Bill AFB Utah (Attn: Navy Interservice Liaison Office)

R. J. MAZELA

By direction

F-4B, BUNO 151001

1. The RH center wing suffered severe structural damage to the following:
 - a. Main spar and intermediate rib are broken at their intersection.
 - b. Rear lower spar cap is broken below main landing gear trunnion.
 - c. Aft main landing gear actuator rib is buckled near cylinder attach point.
 - d. Upper main wing skin is buckled over intermediate rib and main spar.
 - e. Bottom trailing edge skin is split 20 inches and pushed down just aft of main spar outboard of intermediate rib.
 - f. Bottom skin is torn 3" X 9" along inboard side of forward main landing gear rib with resultant damage to adjacent rib flange. The skin is also broken and an 8 inch crack carries forward from immediately below forward main landing gear trunnion.
 - g. Honeycomb at outboard end of main landing gear well is torn open.
2. Entire fuselage nose structure is severely damaged thru F.S. 77.00 and the lower skin and structure outboard of L/R keels to F.S. 95.50.
3. All equipment forward of F.S. 77.00 is missing.
4. L/R refrigeration units received minor damage.
5. Nose landing gear installation and door are damaged beyond repair.
6. L/R main landing gear installations (except RH actuator) are missing.
7. RH main landing gear door has minor skin buckle.
8. RH inner wing LE flap is missing and attaching wing hinge half is damaged.
9. RH inboard LE flap is buckled and torn along entire length.
10. RH outer wing panel LE flap has 3 feet of inboard end torn away.

ENCLOSURE (1)

11. Bottom skin of RH outer wing panel is gouged (approximately 12 inches long) adjacent to fold rib. The fold rib fairing is partially torn away.
12. RH outer wing panel honeycomb TE has minor dents.
13. RH TE flap actuator is broken and the flap is buckled and torn beyond repair.
14. RH aileron honeycomb TE is partially torn away.
15. LH TE flap honeycomb is torn.
16. LH aileron bottom skin is punctured and honeycomb is torn.
17. LH speed brake bottom skin has a minor puncture.
18. LH main landing gear inboard door is buckled beyond repair.
19. LH inner wing flap skin is torn at inboard end.
20. Doors 82L, 81L, 82R and 83L are torn and buckled beyond repair.
21. Door 83R has slight skin buckle.

NOTE: 1. The L/R engine installations were not received with the aircraft.

2. OPNAV INSTR. P3750.6E, Estimate: 6,000 manhours.

NAVAL SPEED LETTER

3:RCB:df
3750-3
14 December 1965

ORIGINAL

AIR MAIL
UNCLASSIFIED

To: Commander
U. S. Naval Aviation Safety Center

Subj: Report of Aircraft Mishap

(Direct Enemy Action)

1. F-4B, 151001, VMFA-323

2. 12 December 1965, 1336H, Runway 35 Da Nang AB

3. Bravo. Nose and right main landing gears collapsed with attendant damage to attachment fittings. Right wing leading edge flaps torn away. Trailing edge flaps and ailerons on both wings punctured and torn. Punctures and dents in undersides of wings and fuselage. All pylons and M&R/T&R racks (except left outboard M&R) torn away. Radome and fuselage structure as far back as pilots instrument panel distorted and torn. Damage incurred in the mishap precludes determination of the actual extent of battle damage.

4. The pilot experienced a double generator failure on pullout from a bombing run on a target some twenty-five miles south of Da Nang. He secured both generator switches, extended the RAT, and, concluding battle damage, turned toward Da Nang for immediate recovery. Intermittent left generator operation was regained on the return trip; this generator then cut out twice again. Right generator operation could not be regained at any time. Two other emergencies were in the pattern, plus normal traffic, when the pilot arrived at Da Nang. The flight leader had joined on the distressed aircraft by this time but, seeing nothing amiss, and because of congestion on tower frequency due to the many emergencies in progress made no comments. The tower attempted to clear the pattern but some ill-considered advice to the tower from an unidentified aircraft set up a near miss mid-air collision situation at the runway threshold. The pilot involved in this mishap was forced to execute a last second wave off. He made an immediate turn down wind and, in his anxiety to get aboard, occasioned by his own emergency status coupled with other emergency status aircraft still in the pattern, made a hard landing at near maximum "flared" landing gross weight. This caused the left tire to blow and fractured the wheel rim. Pieces of the rim sheared the hydraulic and pneumatic lines to the brake. This caused utility hydraulic failure reducing effectiveness of the right brake and eliminating nose gear steering. Full right brake, rudder and spoiler were insufficient to return the aircraft to runway heading and it ran off the left side of the runway after only approximately 1,500' of roll.

5. This pilot was well experienced with over 325 hours in the F-4B. He had flown six "combat" missions but this was the first where he had personally observed ground fire. His immediate reaction was that his aircraft had been hit in view of the fact that three other F-4B aircraft had been struck by ground fire in that immediate area within the previous few days. The recovery from the bombing run and the double generator failure occurred at approximately 1200' AGL in a solid overcast, thus somewhat contributing to the less than thorough, calm analysis of the situation. The simultaneous generator

5/12/2103
SPECIAL HANDLING REQUIRED in accordance with para 66, Opsav Inst R3750.6E

1 copy

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NAVAL SPEED LETTER

RCB:df

3750-3

14 December 1965

failure and erratic performance of the left generator are difficult to explain. However, such failures, without the added stress of combat, have led to precipitate action in the past (VME(aw)-531 A&K 1-62 refers). In this mishap

(b) (5)

6. Claude D. HILLIS (b) (6) 7307 "F" plus 1 "G".

A. W. O'DONNELL

talked to
cds Anderson
about code 65
still wants it in
ds

2

COPY TO: WASC (Orig & 1) CG, First MAW (1) COMNAVAIRPAC (1)
CMC (ASP) (1) CO, MAG-11 (1) COMFAIRWESTPAC (1)
CG, FMFPac (1) ~~CO, VMEJ-1 (1)~~ File (2)

COMMANDING OFFICER

VF-323, MAG-11, 1st MAW, III MAF, FMFPac
FPO, San Francisco, California 96601

SPECIAL HANDLING REQUIRED in accordance with para 66, OpNav Inst P3750.6c